

The National *Falcon* News



David Weich
Belmont, North Carolina

"Tweet Revenge"
1961 Falcon Sedan Delivery

MAY 2007

Covers: David Weich

David Weich of Belmont, North Carolina is the owner and driver of the 1961 Falcon Sedan Delivery known as Tweet Revenge. Ten years in the making, Tweet Revenge made its racing debut in Indianapolis at the Falcon National Convention, The Race to Indy. Read more about David and Julia and this amazing Falcon, beginning on page 4.

Do you have a photo of your Falcon you think should be on the cover of The National Falcon News? Send it, along with a story and other photos, to the Editor at the address on page 3.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

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Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave. 7:00
PM
559-322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat — monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Thurs.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

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321-383-1955

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501-843-1441

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fandybell@hotmail.com (2)

Bob Passino
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Henrietta, NY 14467
585-334-6779 (1)

Presidents Message

The Falcon Club of America has 42 local Chapters throughout the United States and Canada. Almost all of these Chapters have regularly scheduled meetings, get-togethers and events. In addition to the regularly scheduled activities, local car shows are sponsored, and FCA Regional Meets and National Conventions are hosted. All of these activities are excellent ways to promote our great Falcon Club of America.

If you are an active member of a local chapter, we thank you for your support of the Falcon Club of America. If you are not active in a local chapter, I encourage you to join one of the many Chapters. If you are interested in starting a new Chapter, contact our Chapter Coordinator, Mary Wagner for details.

On behalf of the Officers of the Falcon Club of America, I would like to thank each and every member and the local Chapters for your support of the Falcon Club of America.

Thanks to the Suncoast Chapter in Florida for hosting the first Regional Meet of 2007. I hope you have made plans to attend the Blue Grass Regional Meet later this month in Kentucky. Watch the Calendar of Events in upcoming issues of the National Falcon News for dates and location of future Regional Meets.

If you haven't yet made your reservations for the 28th National Meet, please do so since early registration makes management of the event much more streamlined for the hosting chapter. The Northland Chapter is working very hard to make this a memorable event with lots of family-friendly activities. We look forward to seeing everyone there.

Chuck and Carolyn

Upcoming Features: New FCA Members Board Members' Falcons

NEW MEMBERS: As a continuing effort to showcase new FCA members and their Falcons, we are calling for photos and stories from new FCA members to be featured in future issues of *The National Falcon News*. If you have recently (within a year) joined the FCA, please send your stories and photos to the Editor at the address on page 3. Please indicate on the material that this is a new member feature. See new members stories on pages 18, 20 and 21 of this issue. Not-so-new members: we want to see your Falcons too!

BOARD MEMBERS: We are still looking forward to seeing Board members Frank Bell, Cliff McKay, Kent Whisenand and Mark Sword's Falcon stories. Let your Board members know that you want to see their Falcons in *The National Falcon News*!



If there is such a thing as a typical 1961 Falcon Sedan Delivery, David Weich's bright yellow "Tweet Revenge" Drag Racer does not fit that description. After ten years in the making, David unveiled Tweet Revenge for its first race on July 20 of 2006 at Indianapolis Raceway Park during the 27th National Falcon Convention, aptly titled "The Race to Indy."

Tweet Revenge had been tested on the dragstrip before the Convention, marking times as low as five seconds for the eighth mile and reaching speeds of 165 miles per hour on the quarter mile track. The car was built to race in the Super Gas Class of NHRA and Super Rod Class of IHRA.

For Tweet's racing debut, David went up against no less of an opponent than the well known Daddy Warbucks, driven by Dick Estevez. Asked if he was nervous racing against a legend for the first time, David replied, "It was an honor. Dick Estevez was my hero when I was growing up."

David found the Falcon in a salvage yard in Portland, Oregon in 1996 with no rust. It still sports a 1974 California Highway Patrol sticker on its front windshield. The engine is a 500 cubic inch Big Block Ford, 960 horsepower at 7400 revolutions per minute and

—Continued on page 8



David credits his wife, Julia, for her unwavering support and patience.



Daddy Warbucks—First up against Tweet Revenge on the dragstrip!



David and Dick Estevez—"my hero growing up."

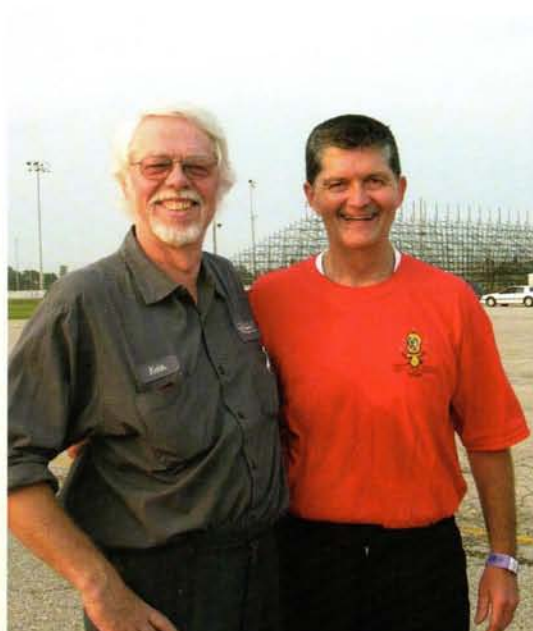


California Highway Patrol sticker from 1974

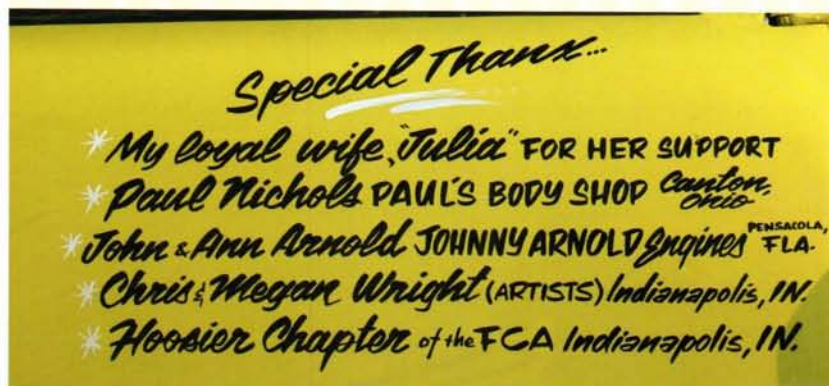
TWEET REVENGE



Tweet Revenge on display at the 27th National Convention in Indianapolis



Keith Burgan and David at Raceway Park



When I saw this trailer pull into the Indianapolis show parking lot, I just knew there was something special in there and I was right.



You've probably seen Tweety Bird on other cars, but this is different—this is Tweet Revenge!

Classified Advertising

Falcons For Sale

1960 Falcon 2 door, blue, body good, engine, transmission and rear rebuilt. Second place Great Race winner, 2005, see cover and story in *The National Falcon News*, August issue 2006. Asking \$4,000. Brian, 484-883-4198 or natgomez@briangomez.com. Exton, PA.

1960 Ranchero, needs restoration or good for parts. Spare transmission. Call for details. \$2300. Tom Maslanka, 860-583-6359. Bristol, CT.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1963 Ford Falcon 4 Door Station Wagon. 170 CID 6 Cyl. Auto Transmission. Original owner with title. \$3000. J.T. Poole 770-428-7156 or jtpoole@att.net. GA.

1963 Falcon Sprint Convertible. Complete newer restoration. Red exterior, white conv. top. Rebuilt 260 V8, Holley 4 bbl carb. Original 4-speed, NOS red interior. Rallye GT wheels, newer tires (optional). Call or email for more details and pictures. \$24,500. Keith Johnson, 641-592-2166 or kbbk@wctatel.net. IA

1963 Ranchero; 260 V8, 4 speed stick. Professionally rebuilt carb, alternator conversion, new radiator, and gas tank boiled out. Good driver with decent interior

Run a Photo Ad!

Want to make your Falcon really stand out and sell fast? Include a photo with your classified ad for only \$20. See guidelines below for submission and payment.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Falcon



C4DZ-17757



C4DZ-17906

'64 - '65 FALCON BUMPERS

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Rear **C4DZ-17906**

Regularly \$349.95 ea

**SAVE
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SALE* \$299⁹⁵ ea

We can rechrome your existing bumper as well. Give us a call for more information.

* Sale prices good until 4/30/07. Must mention this ad to receive sale prices.



FR8606



C3AZ-3C651A

'62 - '69 FALCON

NEW POWER STEERING CYLINDER

This is a new cylinder, not a rebuild so no core is necessary. This part does not come with the boot. See C3AZ-3C651A below.

FR8606

\$149⁹⁵ ea

'60 - '70 FALCON

POWER CYLINDER BOOT INSULATOR KIT

Kit comes with an accordion type sleeve that compresses to 3" or extends to 12", 2 washers, 2 bushings, and 1 retaining ring.

C3AZ-3C651A

\$14⁹⁵ kit

'67 - '70 FALCON NEW CONTROL VALVE

This high-quality control valve is not a rebuild. No core is necessary.

Late '67 with 5/16" pressure port

'68 - '70 all

FR8535

\$259⁹⁵ ea

Auto Krafters can also rebuild your power steering cylinder, control valve or steering gear box. Call our Rebuild department at 800-228-7346, ext. 113, for more details.



C3DZ-3A714A



C3DZ-3A717A



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C5DZ-3A713D

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'63 - '65 Falcon 6-cylinder before 8/17/64

Control valve to cylinder **C3DZ-3A714A**

Cylinder to control valve **C3DZ-3A717A**

\$39⁹⁵ ea

'65 Falcon V-8 with Eaton pump

Pressure hose for pump to control valve.

39 3/4" long with 5/8" male inverted flare x 1/8" male inverted flare with restrictor.

C5DZ-3A719C

\$89⁹⁵ ea

Return hose.

34" long with 5/8" male inverted flare.

C5DZ-3A713D

\$49⁹⁵ ea

Have a hose you need reproduced? Give us a call today!



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6A582-R

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TWEET REVENGE

—Continued from page 5

710 Ft. Lb. of torque at 6000 RPM. The engine was built by Johnny Arnold of Pensacola, Florida. Tweet Revenge features a Powerglide transmission built by Joe White of Wilkinson, Indiana, along with a 6200 RPM stall converter, also built by Joe White.

Keith Burgan of Rومان Motorsports in Brownsville, Indiana built the car with a mild steel chassis. The body is all steel except for the hood, scoop and bumpers. A nine inch rear end with 4.86 gear and rack and pinion steering round out the specifications. Total weight is 2675 pounds. The Lemon Ice paint is by Paul Nichols Body Shop of Canton, Ohio and Jaybird, also of Canton, did the graphics.

David credits his wife, Julia, for her longtime support and patience during the longtime building and racing of Tweet Revenge. She supports him wholeheartedly and said of Tweet's initial run at historic Indianapolis Raceway Park, "I actually had tears in my eyes, watching him go down the track."

Longtime members of the Hoosier Chapter, David and Julia now live in Belmont, North Carolina. David credits his interest in drag racing to growing up in the South, where, he says "Most people were busy going to the Prom; we just focused on racing and cars."

David ran a respectable 10.01 against Daddy Warbucks at Indy. Both cars were shutting down at the end of the run to avoid a disaster on the slick track. As David summed it up, "When you go up against the wall, the wall wins every time."



500 cubic inch engine...



Built to race, NRHA and IRHA



Cooling the engine between runs



Ready to roll





A historic moment—off the line at Indianapolis Raceway Park against Dick Estevez's Daddy Warbucks in Tweet's drag racing premier.



David and Tweet Revenge arrive at the track



Interior designed for serious racing, no passengers allowed

Editor's Note: This is the ninth in a series of articles about FCA members and their Falcons, photographed and interviewed at the 27th National Falcon Convention in Indianapolis in July 2006. There were so many nice Falcons, and people, that the Editor went on a weekend long quest for photos and stories of members and their cars. It turned out to be a very rewarding and satisfying process.

If you and your Falcon were not part of the Indy Individual series, there's still another chance! Coming up in July is the 28th National Falcon Meet in Bloomington, Minnesota. This could be your chance to have your very own **Minnesota Moment**.

The Editor will be photographing and interviewing again for the entire weekend for another series of articles to run in *The National Falcon News*. Interested? Email me and let me know you will be there and are interested in an interview and photo shoot. I will make a list of names (include year and model of Falcon) and I will try to look you up. Or just flag me down at the show, I'll be the one with camera and notepad!

It would also be very helpful to have your Falcon's specs written up (year, model, paint color, engine specs, custom items, extras, etc.); then I can make sure to get it right. See you in Minnesota!

Classified Advertising (con't)

—Continued from page 7

and moderate rust, floor pans repaired.
\$2995. OBO. Jim Bennett, CO. 303-232-5205 or 303-241-7862 or merjimeric@comcast.net for pictures.

1963 Falcon convertible. Needs restoring. Good interior, new tires, new brakes, 6 cyl and auto electric top. All trim included \$1500. Deltaville, VA, Roger Malick 804-776-7246 or JMalick568@aol.com.

1963 Falcon 2-door sedan. 170 cu. in., 3-speed transmission. Needs restoring \$600. Deltaville, VA, Roger Malick, 804-776-7246 or JMalick568@aol.com.

1964 Falcon Futura Convertible. 260 V8, automatic, green, black top and interior. Everything works and car runs, 93K miles, was bench seat now correct convertible bucket seats and console. Needs restoration. Dented/Rusted RR quarter panel have complete RR quarter section. I have digital photos. \$2000. OBO. Gary Roth, 303-646-4916 or gary@rothfam.com. CO.

1965 Ford Falcon Futura 2 door sedan. 58,000 original miles. Solid body, no rust, but original Honey Gold paint is flaking. Excellent glass and trim. 289 V8, toploader 4-speed, 9-inch rear, front disc brakes. \$8000 OBO. Gene Breaznell, 518-478-9290 or Brez4@aol.com. NY.



1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on Ford air conditioning. Drive anywhere. Over \$20,000. invested. Asking \$14,900. John Prosje 954-467-8371 or kelaautoaircondit@bellsouth.net. FL.

1970 Ford Falcon with 90,000 original miles. Metallic Sky Blue, interior in good shape except for crack in dashboard. Ashtray never been used. New tires,

rechromed bumpers. No bondo. Please contact Angel at 765-569-2046. Rockville, IN. See Letter to Editor on page 18 for more information.

Falcons Wanted

1962 Falcon Squire (four-door wagon) with bucket seats. Must be rust free and in "turn-key" condition. Cash waiting. Don Bougher, PO Box 5108, Salem, OR 97304 or e-mail rainbow.farms@att.net.

Wanted: 1965–1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

Parts Wanted

I need a fuel sender unit and a good 10 1/2" "Dog dish" Hub cap for my 1966 Falcon Ranchero. Bill DeFreze, 541-471-2111 or billydee@rascal.cc. OR.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

Can anyone HELP? I need a hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglegms_2001@yahoo.com. FL.

WANTED: 1963 Sprint Tachometer, the type that is mounted in the top center of the

instrument panel. New preferred or used one if excellent working condition. Jeff Schlink, 309-454-9384. Leave message. IL.

Carburetors-part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1963 N.O.S. Falcon Grille, \$700. Call Gordon, 313-543-3197 or email gkraning@sbcglobal.net. MI.

Complete centerlink for all 1965 Falcons with V8 and Power Steering. Rare piece in very nice condition. The control valve is freshly rebuilt with new bushing installed. Detailed to original. \$300 plus shipping. Please email or phone for more details and pictures. Norm, 949-498-8974 or huiehome@cox.net. CA.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15.. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

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1960-1970 FALCON

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For the 28th National Falcon Convention in
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July 12-14.

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Adding Four Way Flashers To Pre-1966 Falcons and Comets



WHY:

- Safety
- Cheap
- Relatively Easy
- Cool

PARTS REQUIRED:

- 1966-68 Mustang, Fairlane, F100 Flasher Switch and Bracket (available from Year One @ \$55.00)
 - 1966-68 Mustang, Fairlane, F100 Wire Harness or
 - 4-5' color coded 16 gauge pieces of wire (substitute for wire harness)
 - Heavy duty flasher
 - Flasher connector (crimp on female spade connectors will work)
 - Inline fuse holder with 20 amp fuse.
 - Electrical tape
 - Heat shrink tubing
 - Misc. crimp on connectors
- NOTE: Junk yards are your best source, eBay and swap meets are other sources

RECOMMENDED TOOLS:

- Soldering gun
- Circuit tester

INSTRUCTIONS:

1. MOUNT THE SWITCH

These switches were originally mounted in the upper left hand corner of the glove box. To install, remove the glove box door and liner and install the switch on the work bench. With the glove box liner removed, it is also a little easier to route the wiring over to the steering column. Drill two holes in the top of glove box liner to fit the switch. The original bracket had a metal backing plate that was mounted on the top side of the glove box liner, two washers would accomplish the same thing if you don't have the backing plate.



Switch mounted in left corner of glove box.



Close up of switch, note wires exiting at left.

2. WIRING

- Place a shielded female spade connector on the four wires (these will connect to the back of the switch). NOTE: some of the Ford switches had the wires permanently connected to the switch. If using a pre-wired switch, simply splice new wires in-line with the switch wires. If removing the switch from a donor car, it is worth the time to chase the switch wires back to the steering column.



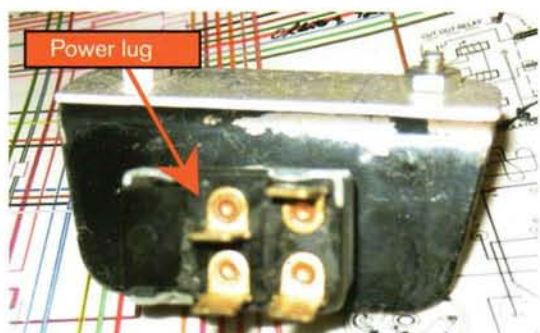
Wiring harness, switch, heavy duty flasher and 20 amp fuse with holder.

- Splice the flasher connector into the wire that will supply power to the switch.
- Splice an in-line fuse holder into the power supply wire.
- Use one red (or color of your choice) wire to supply power to the switch, two blue wires to send power to each front direction and a purple wire to send the signal to the rear brake lights.
- Splice one blue (or color of your choice) wire into each front directional light (White with blue stripe and Green with white stripe) where the turn signal switch wiring exits the steering column under the dash board.
- Splice the purple (or color of your choice) wire into rear brake light (Green with orange stripe) where the turn

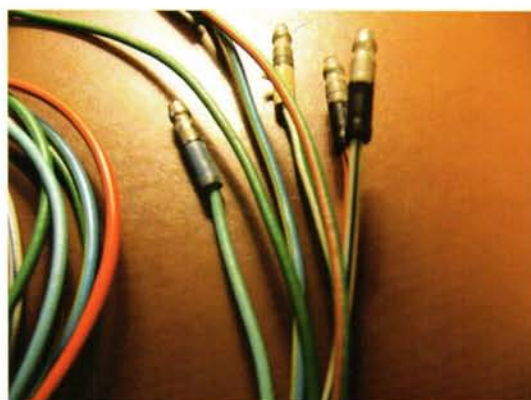
signal switch wiring exist the Splice the power supply into a power source that is always on.

WIRING COLOR CODES FOR THE DIRECTIONAL TURN SIGNAL SWITCH (1960-65)

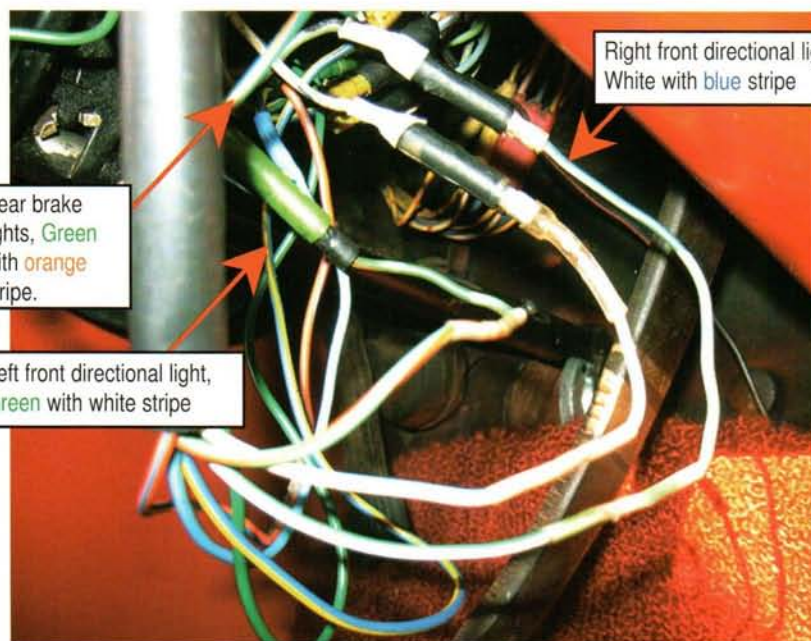
Right Front:	White with blue stripe
Left Front:	Green with white stripe
Right Rear:	Orange with blue stripe
Left Rear:	Green with orange stripe
Power to flasher:	Blue
Horn:	Blue with yellow
Power from brake light switch:	Green



Rear view of switch. Note the power lug, this is the feed from your power source, the power out to the direction lights does not matter.



Close up view of bullet connectors at the end of the turn signal switch (1960-1964)



Right front directional light, White with blue stripe

Rear brake lights, Green with orange stripe.

Left front directional light, Green with white stripe

This is a view of the wires that exit at the base of the steering column. The wires from the steering column turn indicator switch use bullet plugs from 1960-1964 to fasten into the main under dash wiring harness. If you don't want to splice wires under the dash, find an old wiring harness and remove three male bullet connectors and three female bullet connectors. Splice one female and one male onto the three feed wires from the flasher switch. It is then a simple matter of unplugging the steering column switch from the wiring harness and plugging in the wires from the flasher in series. In 1965 Ford began using connector blocks and terminals. There is a connector block connector that can be placed in series to connect the flasher, but probably only available in a junk yard.

Dick Harrington of Delhi, New York is a member of the Falcon Club of America (#12563) and a valued contributor. His cars include a 1963 Sprint Hardtop, 1963 Sprint Convertible, and a 1965 Comet Cyclone. His black Sprint hardtop was featured in the September 2006 issue of *The National Falcon News*. See his other tech articles; "Conversion of Single Bowl to Dual Bowl Master Cylinder" in September 2006 issue, "Drivers Side Fresh Air Inlet Vent Upgrade" (October), "Conversion to a Hydraulic Clutch" (November) and "Replacement of 1960-1965 Falcon/Comet Gas Tank" (January 2007).

Classified Advertising (con't)

For 1964-1965 Ranchero: Tailgate with new steer head and lettering, newly finished in Eurothane black, inside cover, all dents dollyed out and finished in black, \$400. Set of five 5-lug 13" wheels, finished in black. Set of five wire spinners, four in excellent condition, the other a decent spare., \$400. Two new side mirrors, never mounted \$35. Black steering wheel, complete in excellent condition, ready to mount, \$150. Nice Sprint horn ring, \$25. Two very rare 13" spinners in original box, \$200. Set of four 1964 full caps, \$25. Have photos. Call Tom, 760-758-4499. Vista, CA.

1962 Headlight Rings, professionally restored to factory new condition. Stripped, repaired, polished, and reanodized. Show quality, gorgeous! \$175/pair with core exchange, \$195 without. Email for pictures. Norm, 949-498-8974 or huiehome@cox.net. CA.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

Shop Manuals by Ford: 1960-63 \$34.95 1964-68 \$49.95 ea. 1969-70 \$59.95 ea. 1963 Owners Manual: \$14.95 Part Interchange Manual: 1960-65 or 1963-70 \$39.95

ea. Falcon 140 page Road Test book 1960-70 \$19.95 Hardcover Falcon history book \$39.95 Alex Voss 4850 37th Ave. So. Seattle, WA . 98118. 206-721-3077. Alex@books4cars.com

Where's my ad?

All classified ads must be renewed monthly to run in the next issue. Please let us know if your ad is a new ad or a repeat ad. See format guidelines on page 6.

If you have email access, PLEASE email your ad to the Editor. This saves so much time on this end! If you mail an ad with an email address in it (excluding photo ads), the ad will run, but the email address will not appear.

FALCON AND COMET CONNECTION The Complete Parts Store Since 1971 Web: www.thunderbirdconn.com E-mail: thunderbirdconn@aol.com		
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National Convention Update—Don't Miss Out on the Fun!

Spring is finally here! Summer is just around the corner and so is your 28th Annual Falcon Club of America National Convention here in good old Minnesota.

Your friends in our Northland Chapter have been working hard to put together a family friendly event with many activities for you to do and choose from. Keep in mind, some of these activities require early registration and will only be held if there are enough participants. Many other activities do not require pre-registration.

Activities that require registration include the following:

- Twin City Tours to be held on Thursday July 12th and July 13th.

There is also a link on our website www.Northland-Falcons.com to register for these tours. If there is not enough interest in these tours they will be cancelled and monies refunded by the tour company.

COMEDY CLUB

We also would like pre-registrations for a special Comedy Club event Thursday night July 12th. In order to have this entertainment the Comedy Club

requires approximately 80 attendees. The Comedy Club is in the hotel and has clean family friendly improvisational humor. The cost per person is about \$12.

- If you are sure you want to attend the Comedy Club please let us know using our website.



interest is there. If you plan on going on the "Junk Yard Bus" which is scheduled for Thursday July 12, let us know using our website.

JUNK YARD BUS

Yes, we are in the process of chartering a bus with a tow behind trailer to take you to one of the largest and best junkyards in the Twin City Metro area. The cost of this bus ride will be a mere five dollars. Again, we need to know if the

Many nearby activities to do not require pre-registration. These include:

MALL OF AMERICA

This mall is the largest indoor shopping mall in the United States. It includes a huge indoor amusement park area for the kids. There are



regularly scheduled shuttles that leave from the hotel. Ladies, keep in mind that Minnesota does not have a sales tax on clothing.

- NASCAR Silicon Speedway. You may want to go the Mall of America to actually race on computer-simulated racetrack competitions.
- Fort Snelling. Go back in time to the 1860's and visit this fort located on the Mississippi River.

CASINO

Feeling lucky? One of the largest casinos is only a free shuttle ride away from the hotel.



INDOOR WATER PARK

Located near the Mall of America. Get wet and have fun!

- Like to explore? Go to the Mall of America then take the train to downtown Minneapolis.

In addition we will also have many additional activities, which will include an Elvis impersonator and sock hop on Friday night.

Why not take your bird on a self-guided Twin City cruise? How about Thursday night at the Drive-In movie?

Thank you and we look forward to seeing you as "Falcons Fly North" to Minnesota.

Ralph Marquardt
Chairman

2007 Falcon Club of America National Convention



Use the registration form on the cover of this issue to register now for all the fun. Preregistration greatly helps the hosting chapter plan events, parking, excursions and an all around good time. Make it easier for everybody—register today!

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(2) Sunvisors (RH & LH)

(1) Dash Pad

(1) Undercarpet Insulation Paddin

(4) Seat Side Shields (63/65 Convertible)

(1) Original Style Headliner

(1) Convertible Top (Plastic Window)

(1) Convertible Top Boot

(2) Convertible Top Pads

(1) Convertible Well Liner

(2) Armrest Pads (RH & LH)

(4) Seat Upholstery Emblems (Where Applicable)

(2) Rear Quarter Trim Upholstery (RH & LH)

(2) Inner Kick Panels (RH & LH) Black

(2) Seat Side Hinge Covers

(2) Door Lock Knobs & Lock Knob Grommets

Watersheds, Firewall Insulation, Sunvisor Pins & Rubber Tips, Hog Rings & Pliers, Door Panel Clips, Armrest Screws, Another Roll of Insulation, Kick panel Screws, Scuff Plate Screws, Window Crank Screws, Well liner Screws & Well liner Spring on Convertible Models

Available Colors For 1963-1965 Soft Trim



1963 FALCON Interior Kits

These high quality upholstery sets are color matched to original Ford vinyls and stitched for precise accuracy. Bucket seats feature original style silver piping and horizontal stitch pattern. Made in the U.S.A! Original reproduction door panels feature original colors and correct heat sealed pattern with factory chrome mylar spear design.

SSK145 ...63 Hardtop, BucketsKit 1882.41

SSK150 ...63 Hardtop, BenchKit 1680.18

SSK155 ...63 Convertible, BucketsKit 2373.32

SSK160 ...63 Convertible, BenchKit 2127.14

Available Colors:

Black, Red, Blue, Ivy Gold, Aqua, Palomino.



1964 FALCON Interior Kits

Top grade vinyl and precision stitching equipment is used to produce the highest quality seat covers available. Each seat features original vertical stitch. The trim molding on these is slightly different than original, but is a very suitable alternative. Excellent reproduction of the original door panel used on Falcon Futura and Sprint. Features chrome mylar top strip and original heat sealed stitch pattern.

SSK146-6464 Hardtop, BucketsKit 1693.25

SSK156-6464 Convertible, Buckets .Kit 2216.68

SSK151-6464 Hardtop, BenchKit 1658.14

SSK161-6464 Convertible, BenchKit 2141.08

Available Colors: Black, Red, Blue, Ivy Gold, Aqua, Palomino.

For 64-65 Two Tone Blue or Aqua, add \$40.00.



1965 FALCON Interior Kits

Exact replica seat upholstery sets for 1965 vehicles have correct vertical stitch pattern and factory original colors. We did extensive research and development to make the most accurate door panels for your 1965 Falcon Sprint and Futura. Features correct ribbed insert and chrome mylar stripping. We also offer the original two tone blue and two tone aqua option. Made in the U.S.A.!

SSK146-6565 Hardtop, BucketsKit 1630.77

SSK156-6565 Convertible, Buckets .Kit 2091.76

SSK151-6565 Hardtop, BenchKit 1595.62

SSK161-6565 Convertible, Bench ...Kit 2012.78

Available Colors: Black, Red, Blue, Ivy Gold, Aqua, Palomino.

For 64/65 Two Tone Blue or Aqua, add \$40.00

Interior kits are overweight and require an additional freight charge.



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Letters to the Editor

Dear Ms. Crosby:

My boyfriend, Leslie R. Williams and I, members of The Falcon Club of America, are the owners of a 1970 Ford Falcon. Leslie passed away on October 14, 2006 after a year-long battle with cancer. I no longer want this car, so I would like to advertise it in the newsletter. I don't know how to word the ad exactly, so I will tell you the little that I know about the car—it was his baby.

It is a 1970 Ford Falcon with new tires. It is Metallic Sky Blue. We had all the dents repaired and repainted it about a year and a half ago. No bondo. The bumpers were rechromed and they look brand new. The interior is in good shape and the ashtray has never been used. The only thing wrong with the interior is that there is a crack in the leather on the dashboard that Leslie never got around to repairing. The car had less than 90,000 original miles. I am asking \$6500 for it.

Interested parties may contact me at 765-569-2046.

Sincerely,
Angel Hupel
Rockville, Indiana

Wendelyn:

I am a new member of the Falcon Club of America. I own a 1965 Ranchero. Each month, I have noticed great Tech Tips in *The National Falcon News*. I want to replace the internal rubber on the doors, like the vent windows and window frames. I do not know if there has been a "how to" article in a prior newsletter or if anyone has seen anything in another publication that they can steer me to.

I have a Shop Manual. However, for me, it's impossible to follow. I have questioned several parts houses and was told that these booklets do not carry "how to" articles on this subject.

Any help will be greatly appreciated. Perhaps someone in the club who has performed this replacement will write a Tech Tip and send it in. I hope so! Thanks.

Jerry Garfine
Whittier, CA.

Editor's Note: How about it, folks? If anyone has performed this replacement, please send in a Tech Tip for Jerry and other like him. Thanks!

New Member Feature

Carol Lynn Stroup

In 1963, my parents were busy raising four children; the oldest would be starting college the following year. With only my father working, they knew it would be a struggle to buy a second vehicle for my sister to commute to college.

Earlier in the year, my father had attended a bankers convention and, without much thought, had registered in a raffle for a new car. On December 23, 1963 a knock came at our door—much to our surprise it was a friend of Daddy's. He handed a set of keys to Daddy and asked him to step outside. Lo and behold, there it was in our driveway, a 1964 Red Falcon Futura Convertible. My daddy had won the raffle!

My sister now had a car for her commute and my other sister was then allowed to drive it to high school. When I reached 16, since both of my sisters had married and moved out, the red convertible was finally mine!

"The little red car" as my daddy affectionately called it, was a familiar sight in our small hometown. It was usually cruising Main Street with a load of teenagers buying 50 cents worth of gasoline. Since I was a high school cheerleader, my little convertible was in all the football, homecoming, and Christmas parades.

Time passed by, and I too got married. Little did I realize that the Falcon was just sitting in my parents' backyard collecting dirt and pecan sap, slowly deteriorating. By the time my husband and I thought we should rescue the dilapidated Falcon, it was too late. My daddy had let a friend have it just to remove it from his yard. For years we searched for that car, but eventually gave up with no finding or records of it.

In 2006, I told my husband I wanted to purchase a 1964 Ford Falcon Futura. I began searching the Internet. One night while searching eBay, there it was! I knew the minute I clicked on the description that this was the Falcon I wanted, original with low mileage. It was not red, but dark green, but that was all right, it was a 1964 Falcon Futura Convertible! Sure enough Dennis and I won the auction and purchased it from a nice gentleman in Follansbee, West Virginia.

This lucky 1964 Ford Falcon, now known as "Rah Rah," has a new home and is loved by the entire family. Plans are to have it painted red with red leather interior. My parents, Tom and Carolyn, have passed away, but somewhere up there they know that their children have precious memories of years gone by and can pass memories of the little red convertible on to the grandchildren.

—Submitted by Carol Lynn Stroup (FCA #12532)
Cedartown, Georgia

Are you a new member of the Falcon Club of America? Send your Falcon story, along with photos, to the Editor at the address on page 3. See more new member Falcons on pages 20 and 21. Older members, send in your Falcon story too!

Falcon National Convention Category Guidelines

STOCK CATEGORY

Falcons entered in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums, or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment will more than likely clean enough to eat off in this vehicle, be it a 144/170/200 six or a 260/289/302 eight and will be detailed to the max. **No glaring modifications anywhere on this Falcon.** It just looks a little better than the original, the way it would if Ford had "hand-built" each one individually. You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local cars shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "Gold" to boot. Classes covering all models of Falcons are available for these "Pristine," but not quite "Concours" vehicles.

DAILY/STREET DRIVEN CATEGORY

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, **this category is for those special Falcons that you see on the street every day!** These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery. They are often the kids' first car, depended on for school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to Make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show-quality paint job on this Falcon, maybe a nice set of wheels like Magnums or even steel wheels and not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it.

Remember this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator where a generator once resided; one can easily understand wanting a

dependable charging system! The beauty of the Falcons in this category is not that they are perfect, but that they are well maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go. Classes are available in this category for these Falcons.

DIAMOND IN THE ROUGH

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be driveable. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The body work may not be completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential.

MODIFIED CATEGORY

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you can bet it is well detailed and more than likely, "Bad to the Bone." No engine modification is considered extreme, although all entries must be **Ford Powered** (absolutely no Brand X).

Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super-smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" certainly describes this category of classes.

MASTERS CATEGORY

This category is for the "Purist." The Falcons entered here will really open your eyes and make the mouth water. Many of these cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy, but exactly like the factory built it 30-40 years ago. Correct interior, paint color, correct engine/transmission combination. Everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. Other Masters Category cars may be modified from Ford's original specifications, but in all instances, the work is exceptionally superior. Craftsmanship and attention to detail are the hallmarks of the Masters Class.

To be included in the Master's Category, your car has won a Best of Show or other Top Award at a National Convention. While retiring gracefully from competition, these cars provide an excellent example of quality. The Masters Class is the inspiration for the next round of competitors, whose efforts further preserve the Falcon. These Falcons are the **"Best of the Best."**

These guidelines are to provide information about the categories used for the National Convention. Refer to them for clarification when deciding which category to enter your car in. Falcon Shows are not judged competitions, and awards are the result of a popular vote.



My name is Joe M. Ortiz and I just joined the Falcon Club of America in December of 2006. I am member #12726. I purchased my 1965 Falcon Futura two door sedan in September of 2006 from a family that was the second owner of the car; they owned it since 1966. The car had belonged to the mother when she was in high school; at the time of purchase the son was the present owner and driver. I had been looking for a project for the past several years to work on during my retirement. I just retired in November of 2006, so the timing couldn't have been better.

The Falcon is in very good condition with very little rust, the interior had been completely reupholstered about two years ago. It has a 289 High Performance V8 with a four barrel Edelbrock performer series carburetor. I installed a C4 automatic transmission along with a B&M shift kit. It also has a double rolling timing chain and headers with a set of dual Flowmasters for the musical sound of the 289. Also included is a competition cam, MSD Ignition-coil-wires and distributor with Edelbrock intake manifold. Since purchasing the car, I have installed a new set of tires, fuel tank, rear axle seals, new rubber on the trunk and doors, along with many other miscellaneous parts to make this a true Futura at its very best.

I heard about the Falcon Club of America through the parts vendor, Auto Krafters of Virginia, where I purchase most of my replacement parts. I look forward to *The National Falcon News* every month and enjoy reading about other members' cars and their stories of ownership. Thank you for allowing me to be a member of this club.



—Submitted by Joe M. Ortiz
Antioch, California



Anthony Phillips is a new member of the Falcon Club of America; he is member #12712. His dad found this 1964 Falcon in a field near their home in Tarpon Springs, Florida and bought it for \$900 to fix up and re-sell. Anthony writes, "When I saw it, I wanted to buy it from him and have the two of us work on it together. My uncle joined in on the work and he was the one who painted it in our garage."

The motor and transmission needed work and they took care of that. Although the interior still needs to be finished, Anthony drives it daily. He says "I am very proud of my Falcon and wanted everybody to see it in *The National Falcon News*."

—Submitted by Anthony Phillips
Tarpon Springs, Florida



CALENDAR OF EVENTS

ALL FORD SHOW

May 20, 2007 in Olathe (Kansas City area), Kansas.
Sponsored by the Mid America Chapter More info: 913-592-3571

BLUEGRASS CHAPTER REGIONAL MEET

May 25-26, 2007, Louisville, Kentucky. UPDATE from the Bluegrass Chapter! The Chapter is having a tour of one of the local Ford plants, the Louisville Assembly Plant, where Ford Explorers, SportTracs and Mercury Mountaineers are made. Ford quit allowing tours a while back, but since we have so many Ford employees and retirees in our chapter (including the local UAW president), we were able to get it approved.

The link to our site is: www.bluegrassfalcons.com/regional.htm

More info: 503-231-8785.

28TH NATIONAL FALCON CONVENTION

July 12-14, 2007 in Bloomington, Minnesota. Hosted by the Northland Chapter, FCA. Mark your calendars for the National Meet to be held in beautiful Minnesota! The Northland Chapter has plenty of family friendly fun lined up. Use the registration form in this issue to register now! Information: www.northland-falcons.com.

4TH MASON DIXON CHAPTER REGIONAL.

August 17-19, 2007. We will once again be at the Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood MD. The rate (if booked prior to August 1) is \$69. This includes a continental breakfast. more info: Mike Garrett at 301-916-3323 or msgarrett35@msn.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic

car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com.

The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia. There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

11TH NORTHEAST REGIONAL FALCON MEET

Hosted by the Northeast Chapter, August 24 & 25, 2007. Sturbridge, MA. Check web site for more details at www.northeastfalconchapter.com.

11TH ANNUAL FUN FORD SUNDAY

September 9, 2007, 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Sponsor: Nor-Cal Ford Club Council Exhibitor. Fee: \$20 in advance, \$30 at the gate. This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. Anniversary cars are 50 years of the Ranchero, 50 years of the Skyliner and 40 years of the Cougar. It is expected that about 500 cars will be shown. The show benefits various local charities. Information: PO Box 6682, Concord, CA 94524-1682. <http://www.funfordsunday.com>. Phone: 510-538-7866.

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Automatic Overdrive Conversion

For those of you contemplating a move to a four speed automatic, here are some notes from my experience with performing this conversion on a 1963 Falcon Ranchero.

Make sure you get an 1989-1993 Ford Automatic OverDrive. It has the better rear oiling system. Also (and this really had me on pins and needles), it is less complicated than earlier Automatic Overdrive. The accumulator in the front left corner of the tranny is deleted. Also be sure to get the shorter tailshaft version like that used on the Mustang.

Use the Lokar AOD Throttle Valve shift linkage kit from Summit. It works! There was a little problem for me regarding the plastic carb linkage connection. My headers would have melted it. My solution was to get a ball and socket swivel and drill it longitudinally with a 5/64" drill just above the level of the flattened ball. Cut the socket piece such that it is as long as the locking collar surrounding the socket. This let me pass the wire through the swivel and then into the Lokar adjustment bead that had the setscrew lock. The bead rests against the ball swivel and works just like the original Lokar piece.

I used the B & M Hammer shifter, from Summit, with the Automatic Overdrive adapter and it worked very well. I had to make a bracket between the shifter base and the tranny to firm things up a bit. Also, the bracket allowed me to correctly locate the shifter such that the covering bezel was centered on the tranny tunnel and looked right. Make sure to drill the hole for the cable far enough ahead of the shifter so that the cable doesn't get kinked or bent. Any sharp bends will make the shifting effort pretty difficult.

I got the tranny cross mount from Dark Horse Performance—what a dream. No issues at all, even with the speedometer cable where it passes between the mount and the tunnel reinforcement member. Use a standard C4 tranny isolator. Take .75" square tubing and duplicate emergency brake arm and weld to mount. I just held the associated brake hardware up near the mount and guessed the length to cut the arm prior to welding it on. There is so much adjustment, there is very little to worry about with exactness.

I used a speedo cable from Virginia Mustang that is used with a '65-'66 Mustang. Perfect length. The formula for calculating the correct driven speedo gear is: $\text{Driven gear teeth} = \text{drive gear teeth} \times \text{axle ratio} \times \text{tire revs per mile}$ all divided by 1000. Round to nearest tooth. See your November 2004 Arizona Chapter newsletter for associated formula.

Be very careful regarding the Throttle Valve linkage adjustment. What you must do is insure your carburetor is adjusted such that the throttle plates are closed at idle and wide open (vertical) at Wide Open Throttle; attach the Lokar cable unit at the tranny linkage and determine the exact length of cable that a full stroke of the Throttle Valve arm at the tranny exposes, ie, mark the cable at Throttle Valve at rest (Throttle Valve arm back toward back of car) then pull on the cable until the TV arm is full forward and mark the cable again. The distance between the marks is the Throttle Valve cable stroke distance; Find or fabricate an arm on the carb throttle linkage that is exactly across from the throttle cable attachment point

on a line through the throttle pivot point; measure the distance from a selected point on this arm and measure the distance from that point at throttle at idle and throttle at Wide Open Throttle. this must match the Throttle Valve cable stroke distance; keep selecting points along the Throttle Valve arm at the carb until the idle to Wide Open Throttle stroke length matches the Throttle Valve cable stroke length; drill a hole for mounting the ball from the ball and socket assembly modified above and mount the ball; mount the Lokar cable pull point such that the cable leading to the attachment point on the throttle arm is parallel to the throttle wire.

I made a gauge block for adjusting the Throttle Valve cable by taking .25" keystone material and cutting it to length and then slotting it to go over the Throttle Valve cable at the carb between the ball and swivel assembly and the Throttle Valve cable adjustment bead/setscrew assy. Follow the instructions given in the Lokar Throttle Valve cable booklet for final adjustment.

Note that the Throttle Valve pressure port is the middle 1/8 FNPT port on the rear side of the transmission. I used a 0-60 PSIG gauge on a piece of soft tubing and barbed host connections and it worked perfectly. I adjusted to 33.5 PSIG with the Throttle Valve gauge block installed.

I had to mount a spring that gently tugged at the Throttle Valve arm at the transmission to insure it fully returned to rest. I say gently because any serious pull at rest will cause the shaft seal to leak when the car is shut down and the fluid returns to the tranny pan.

Select a torque converter that is for the locking Automatic Overdrive. I used a low stall speed converter (approx 1700 RPM) to control heat due to slipping at takeoff as well as to soften the takeoffs in a light weight car.

I purchased a used Automatic Overdrive and gutted it to allow ease of fitup measurements. What a difference that made. It only weighs 40 lbs. I had to shift my rear brake and gas tubes upward slightly and bump the firewall right at the two upper tranny mounting bolts. I also developed a good technique for mounting the tranny.

I used a Sears 3 ton floor jack with a Summit tranny adapter pan in place of the usual jack pad. Those, and two boat cover straps, were sufficient to mount the tranny single-handedly into the car.

By the way, you must have the car exactly 24 inches, measured at the frame rail under the door, up in the air to do this job. I did it with bricks, four bottle jacks, two 2-ton floor jacks, and four 6-ton jack stands. My back still hurts. And my daughter still thanks God that she still has a Dad here on Earth. Be careful!

Reprinted from the May 2005 Desert Flyer, Arizona Chapter Newsletter, Bill Lind, Editor.

Have a Tech Tip? Send it to the Editor at the address on page 3.

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Tweet Revenge takes the track at Indianapolis Raceway Park